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PLANNING FOR THE FUTURE GROWTH OF

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PREPARED FOR THE PLANNING BOARD
PEABODY, MASS. DECEMBER 1954

PLANNING FOR THE FUTURE GROWTH
OF PEABODY — MASSACHUSETTS

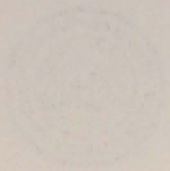


PEABODY PLANNING BOARD

Harold W. Legro,	Irving R. Beane
Chairman	William H. Flynn
Joseph S. Bachorowski	William B. Moore
Phillip C. O'Donnell	Mayor of Peabody

Report Prepared by ADAMS, HOWARD &
GREELEY, Planning Consultants — Banarsi
D. Kambo, Associate Planner — 15 Ash St.,
Cambridge, Massachusetts.

DECEMBER 1954



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REPORT OF THE
COMMISSIONER OF THE
BUREAU OF LAND MANAGEMENT
TO THE SECRETARY OF THE
INTERIOR
FOR THE YEAR
1904
WASHINGTON
GOVERNMENT PRINTING OFFICE
1905

ADAMS, HOWARD & GREELEY
CITY PLANNING CONSULTANTS
15 ASH STREET, CAMBRIDGE 38, MASSACHUSETTS

FREDERICK J. ADAMS, A. I. P.
JOHN T. HOWARD, A. I. P.
ROLAND B. GREELEY, A. I. P.
TELEPHONES: UNIVERSITY 4-5755
UNIVERSITY 4-6900

December 31, 1954

Peabody Planning Board
Peabody, Massachusetts

Gentlemen:

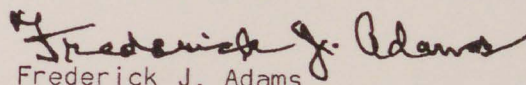
We are happy to submit for your consideration our report on "Planning For the Future Growth of Peabody," which summarizes the results of the survey of existing conditions and trends which has been carried out under your sponsorship during the past nine months. The major objectives of the survey, as outlined in our proposal dated March 31, 1954, were as follows:

1. Revision of the present Zoning Map to show correct zoning boundaries.
2. Correction of present base (street) map of the City so as to show all existing streets.
3. Survey and mapping of basic existing conditions as to land use, major public facilities, principal economic factors, population and school enrollment, and major trends.
4. Analysis of chief planning problems to be tackled, and crystallization of major factors underlying the principal policy decisions.

The work of collecting and mapping the survey data was carried out most effectively by Banarsi D. Kambo, associate planner on our staff, assisted during the summer months by Samuel M. Ellsworth.

We wish to take this opportunity of expressing our appreciation of the wholehearted cooperation received from the members of the Planning Board, from Public Works Director Frank McCarthy, and from all other city officials who assisted us in the preparation of this study.

Sincerely yours,


Frederick J. Adams

for ADAMS, HOWARD & GREELEY

ADAMS HOWARD & GREELY
CITY PLANNING CONSULTANTS
1100 MARKET STREET, SUITE 1000
SAN FRANCISCO, CALIFORNIA 94102
(415) 774-1100

January 21, 1991

San Francisco Planning Commission
Attn: Planning Commission

Dear Sirs:

We are pleased to submit the following information in response to your request for information regarding the proposed project. The project is a proposed development of a new office building located at the intersection of Market Street and [redacted] Street. The project is owned by [redacted] and is being developed by [redacted]. The project is a proposed development of a new office building located at the intersection of Market Street and [redacted] Street. The project is owned by [redacted] and is being developed by [redacted].

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Community Facilities
Zoning Districts
Sewerage Service

Note:

Large scale maps of the above (600 feet to the inch), in color, are available for public inspection and official use on application to the Planning Board or to the City Clerk's office in City Hall.

PLANNING FOR THE FUTURE GROWTH OF PEABODY

Prospects of Future Growth

Peabody is on the verge of a substantial increase in residential development and possibly of its industrial plant. After nearly doubling in population between 1900 and 1920, the increase in the next twenty - year period amounted to only eleven per cent. However, since 1945 - and particularly since 1950 - the trend has again moved sharply upward. This has been due to a number of causes, not the least of which have been the completion of the Gloucester Turnpike (Route 128) and the widening of the Newburyport Turnpike (Route 1) with a consequent increase in accessibility to cities and towns to the north and east of Boston.

The impact of decentralization in the Boston Metropolitan Area has really begun to make itself felt in the belt of suburban communities within a radius of fifteen to twenty miles of the central city; and while Peabody has been slower in receiving the full impact of this than communities to the west and south-west of Boston, there are sufficient evidences of an upward trend in growth to justify reversing earlier expectations of a flattening off of the population curve. Rather than reaching a population of 30,000 in the year 2000, as estimated in the 1951 report of the consulting engineers for the proposed improvements to the city's water supply system, it now seems likely that such a figure will be attained within the next six to ten years (See page 3). This has important implications for those charged with the determination of policies regarding community

MEMORANDUM FOR THE SECRETARY OF DEFENSE

1. The purpose of this memorandum is to provide a summary of the findings of the study conducted by the Joint Staff, Joint Chiefs of Staff, and the Department of Defense, regarding the impact of the proposed changes to the Department of Defense's (DoD) information management system (IMS).

2. The study was conducted by the Joint Staff, Joint Chiefs of Staff, and the Department of Defense, in response to the request from the Secretary of Defense, dated 10/10/77, for a study to be conducted by the Joint Staff, Joint Chiefs of Staff, and the Department of Defense, regarding the impact of the proposed changes to the DoD's IMS. The study was conducted by the Joint Staff, Joint Chiefs of Staff, and the Department of Defense, in response to the request from the Secretary of Defense, dated 10/10/77, for a study to be conducted by the Joint Staff, Joint Chiefs of Staff, and the Department of Defense, regarding the impact of the proposed changes to the DoD's IMS.

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facilities and services of all types, whether in connection with their programming, financing or location.

Trends in Residential Development

The population in 1940, according to the U.S. Census Bureau, was 21,711 -- an increase of only 666 over the year 1930. This low rate of growth was due largely to the decline in the leather industry, which in the past employed about seventy-five per cent of those engaged in manufacturing employment in the city. The Federal Census gives the population in 1950 as 22,645 but this is generally held to be too low a figure. There seems to be good reason for this assumption, as during this decade there was a natural increase in the city's population (excess of births over deaths) of 1612, and during the four post-war years of 1946 to 1949 inclusive building permits were issued for the construction of over seven hundred new homes. Assuming that the latter resulted in adding about 2,500 to the population, the gross increase would be over 4,000 over 1940 -- from which must be subtracted those migrating from the city and those who vacated older dwellings to establish families in new homes. (This would include returning married veterans who had formerly lived with their parents). Assuming an out-migration of not more than 1,700 between 1940 and 1950, it would seem reasonable to set the population in the latter year at approximately 24,000 -- a figure which is further supported by the U.S. Census figure of 6632 dwelling units in 1950 compared to 5,688 in 1940. This indicated a drop in the average family size

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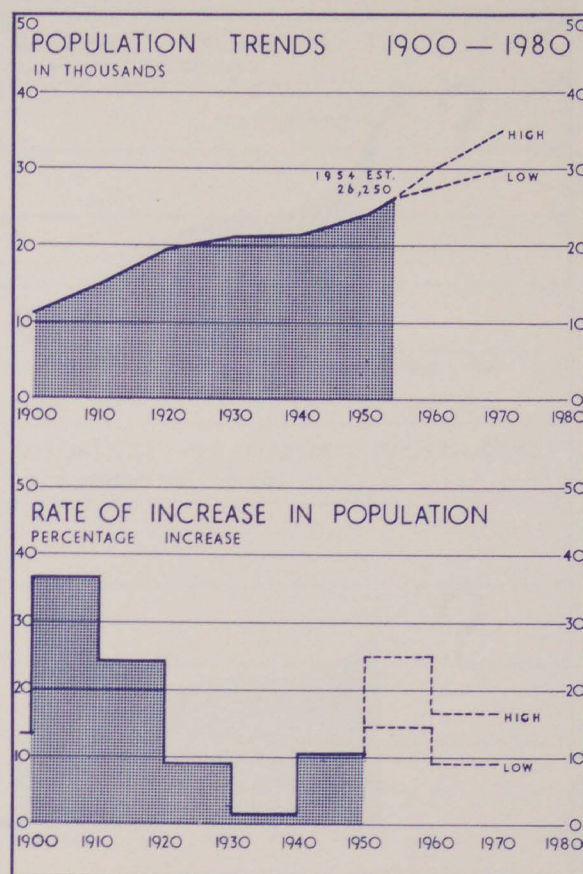
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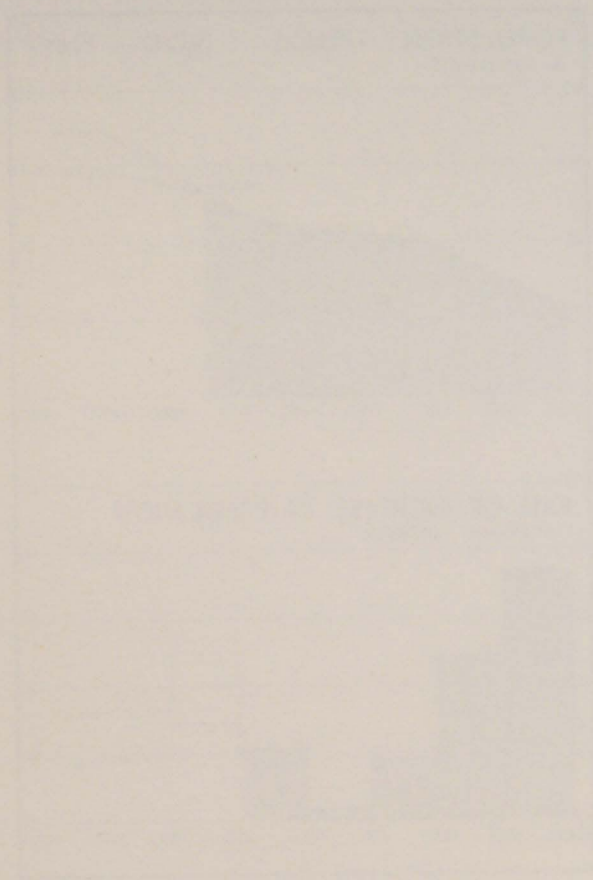
from 3.8 to 3.6 in the ten-year period on the above basis, whereas if the lower population estimate for 1950 is used the average would drop to 3.4.

By the end of the current year approximately 1,250 building permits for new dwellings will have been issued since the beginning of 1950, while the number of new electric light meters installed (all types of structures) between December 31, 1950 and September 30, 1954, was 1,047. This

indicates an average rate of construction during the five-year period of 250 homes per year, and by 1955 the number of dwelling units in Peabody should be close to 8,000. Assuming a further drop in the average family size to 3.4, the population next year would reach a total of 27,000, so that it would only require a similar net increase in the following five years to bring the total population to 30,000 by 1960 -- a figure which may well be exceeded if Peabody and the surrounding communities are successful in stimulating the construction of new industrial enterprises.

Does Peabody have land available for such an expansion of



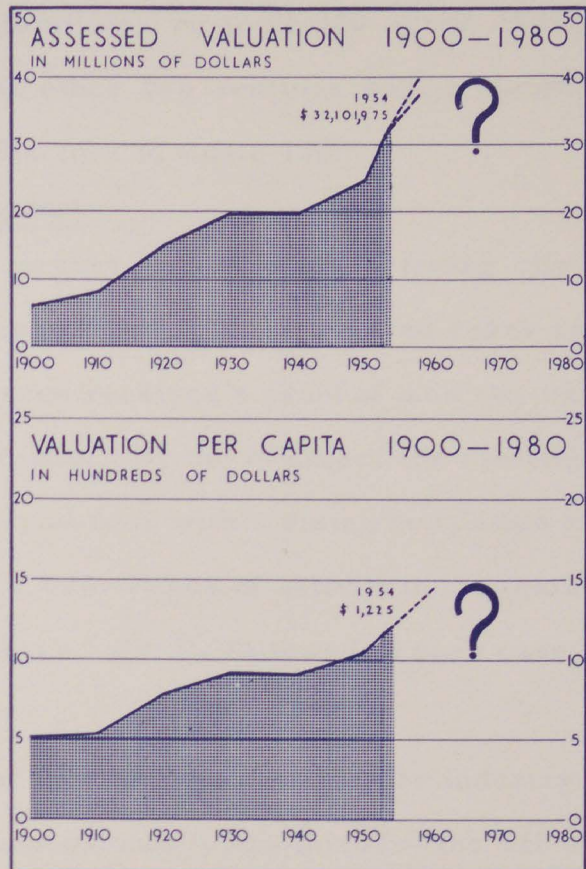


1. The first part of the document is a letter from the President of the United States to the Congress, dated January 1, 1801. It is a very important document, as it is the first official communication of the new administration. The letter is written in a formal, dignified style, and it contains a great deal of information about the new government and the President's plans for the future. It is a document that has been studied and analyzed for many years, and it is still considered one of the most important documents in American history.

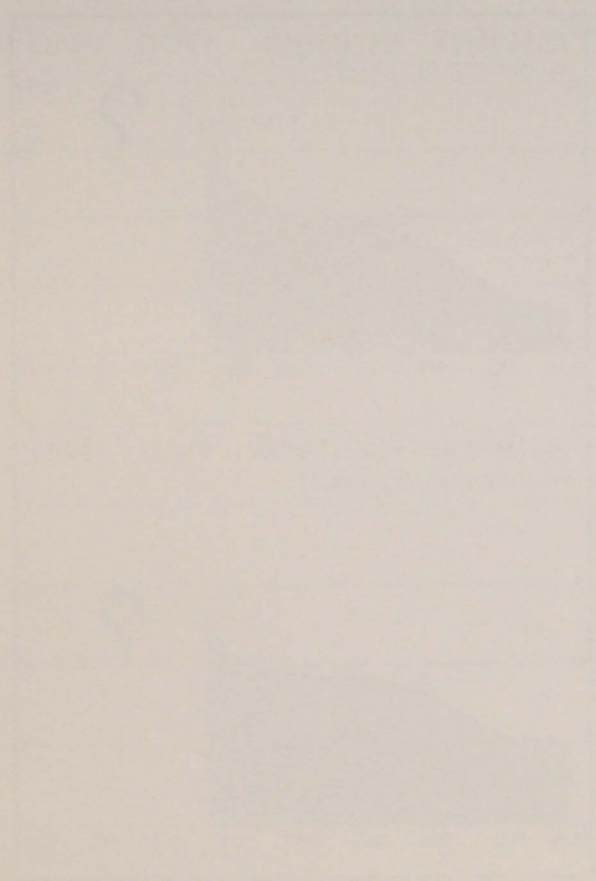
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residential construction and where is it likely to take place? The Land Use Survey indicates that at least 2,500 acres in the city are suitable for such development, of which only 400 acres would be needed to meet the requirements of the next five years at an average density of 2 1/2 families (or about 8 persons) per acre. This represents less than one-sixth of the land resources readily available for this type of development, so that there would appear to be



enough residential land to meet the requirements of the next thirty years at the present rate of growth. Of the 2,500 acres now available approximately 1,200 acres are in West Peabody, 800 acres in the section of the city which lies between Routes 1 and 128, and 500 acres east of Route 128. Assuming that water supply requirements will be met, it seems probable that more than half of the new residential development during the next ten years will take place in West Peabody and would be at a lower density than development closer to the urban center. One thousand new families on 500 to 600 acres, is perhaps a conservative estimate of the development that might take place in this part of the city between now



The first of the two main parts of the book is a historical survey of the development of the theory of the firm. This part is written by the author, who is a leading expert in the field. The second part of the book is a collection of essays by other leading experts in the field. The book is written in a clear and concise style, and it is a valuable resource for anyone interested in the theory of the firm.

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and 1965. A similar number of families, on some 350 acres of land, might be expected to locate in the other two sections with a majority choosing sites within convenient distance of Route 128.

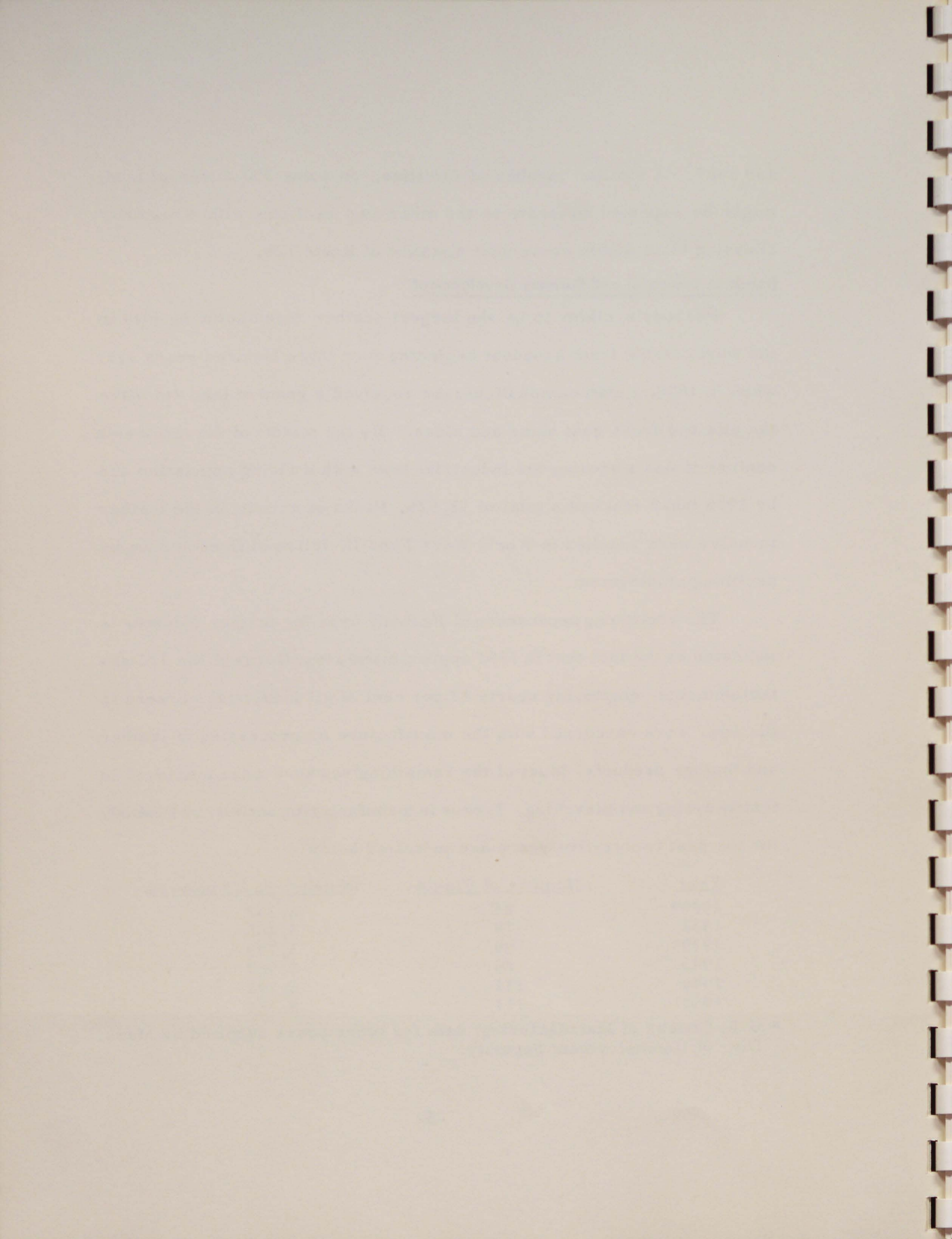
Trends in Industrial and Business Development

Peabody's claim to be the largest leather manufacturing city in the world stems from a modest beginning over three hundred years ago, when in 1639, a man named Dickerson received a grant of land "to make tan pits and dress goat skins and hides." By the middle of the nineteenth century it was a prosperous industrial town with a rising population and by 1915 it had reached a total of 18,625. Peaks of activity in the leather industry were reached in World Wars I and II, followed in each case by declining employment.

The continuing dependence of Peabody upon the leather industry is indicated by the fact that in 1952 approximately two-thirds of the 112 establishments, employing nearly 83 per cent of all industrial workers in the city, were concerned with the manufacture or processing of leather and leather products. Most of the remaining workers were employed in textile dyeing and bleaching. Trends in manufacturing activity in Peabody for the past twenty-five years are indicated below:

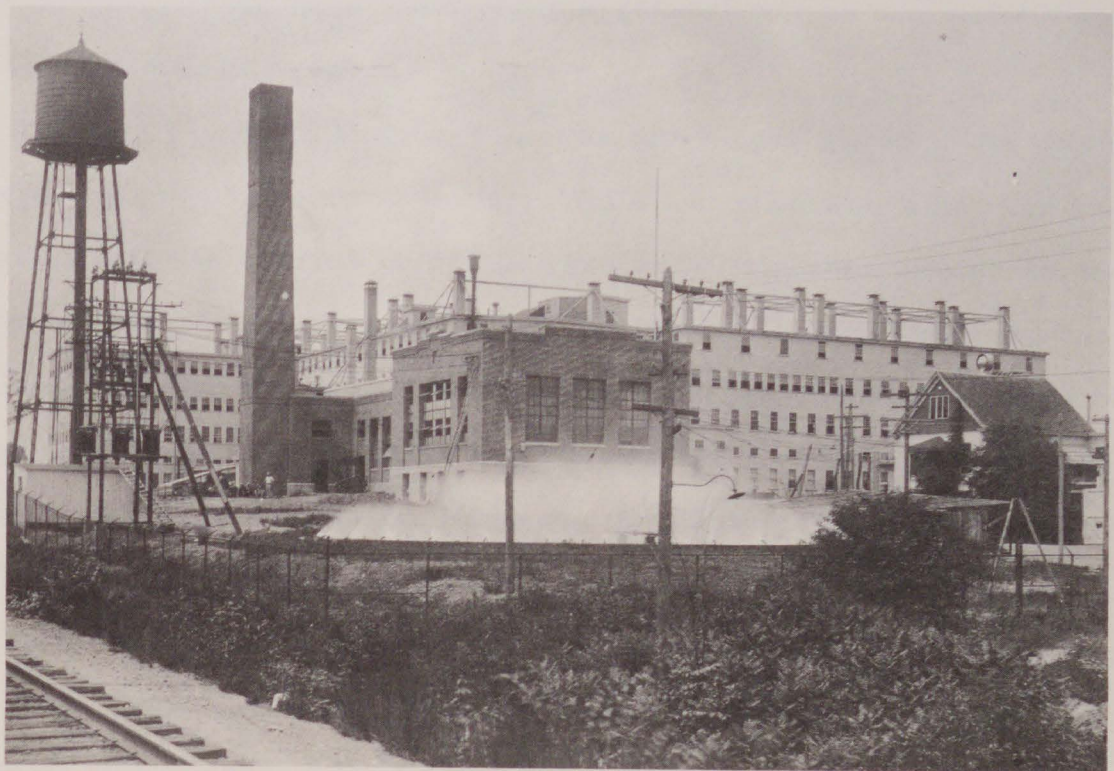
<u>Year</u>	<u>Number of Plants</u>	<u>Number of Employees</u>
1929*	85	6,342
1933	74	5,465
1939*	89	5,792
1943	86	5,967
1949	111	5,792
1953	111	5,184

* U.S. Census of Manufacturing; data for other years supplied by Mass. Div. of Unemployment Security.



The decline in the leather industry has been due to a number of factors, such as the high cost of raw materials and the substitution in place of leather of new types of material. Demands for leather and leather products during World War II brought about a slight improvement in employment figures, but the trend is again downward and any hope for a significant increase in the number of industrial jobs in Peabody is dependent on the attraction to the city of new types of manufacturing enterprise.

The two major state highways which intersect the community

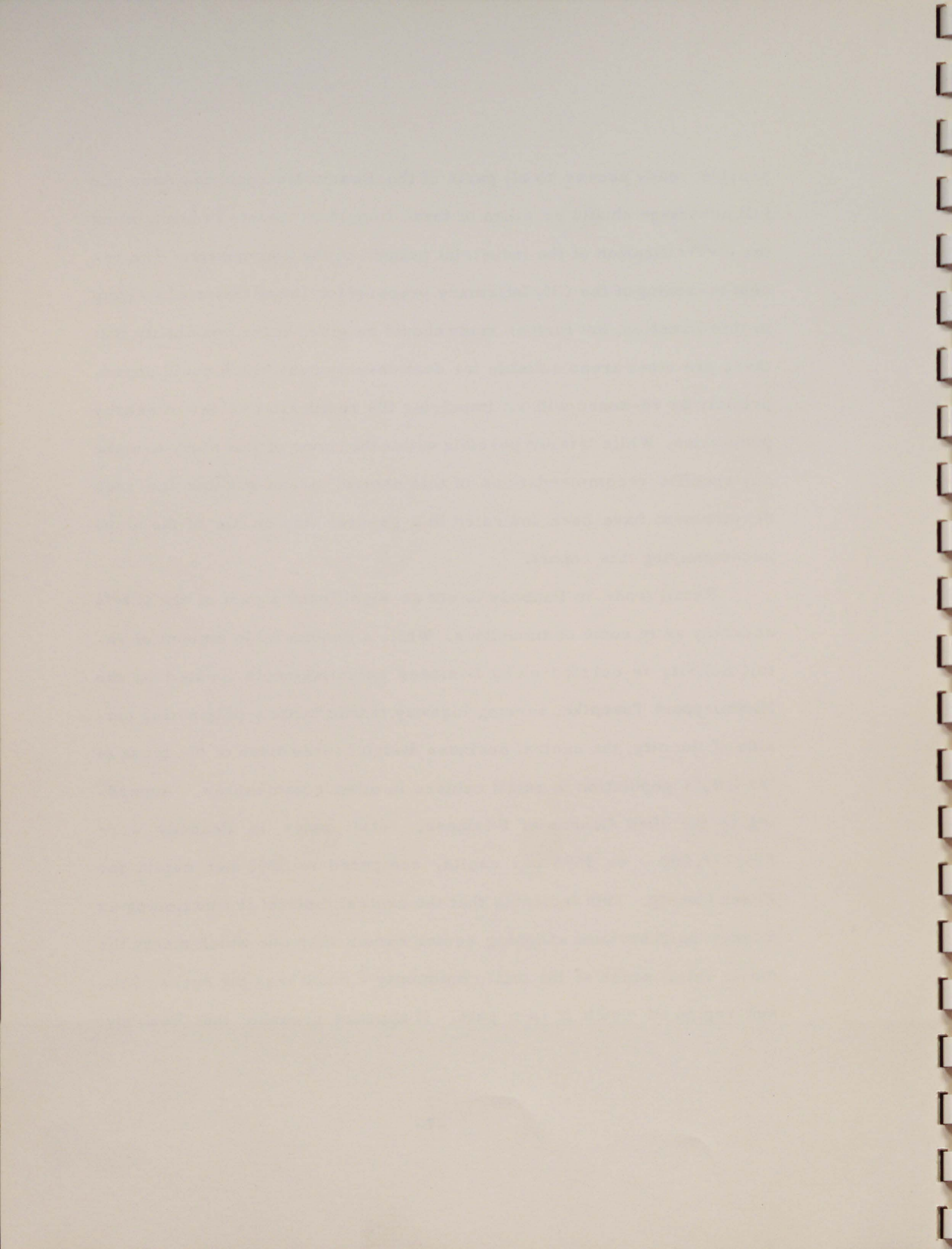


(Photo courtesy of L. O. Tilford)

A Manufacturing Plant in Peabody

provide ready access to all parts of the Boston Metropolitan Area and full advantage should be taken of these important assets in stimulating the diversification of the industrial pattern of the community. The recent re-zoning of the City Infirmary property for industrial use is a step in this direction, but further study should be given to the possibility that there are other areas suitable for such development which could appropriately be re-zoned without impairing the residential values of nearby properties. While it is not possible within the scope of this study to make any specific recommendations of this nature, areas suitable for such development have been indicated in a general way on one of the maps accompanying this report.

Retail trade in Peabody is not as significant a part of the City's economy as in some communities. While a considerable amount of retail activity is carried on by business establishments located on the Newburyport Turnpike, serving highway traffic largely originating outside of the city, the central business district loses much of the trade of the City's population to retail centers in other communities. According to the 1948 Census of Business, retail sales in Peabody were \$13,777,000 - or \$595 per capita, compared to \$890 per capita for Essex County. This indicates that the central district is functioning as a large neighborhood shopping center rather than one which meets the major retail needs of the total community - much less the needs of the sub-region of which it is a part. It appears probable that Peabody,





(Photo courtesy of Salem News)

View of Peabody Square

together with the adjoining communities, will continue to depend on Salem, and Lynn for such needs until a more attractive alternative is presented.

Problems of the Central District

The central area of the city cannot continue to serve its function as the major shopping and transportation center of the community unless steps are taken to cope with the problems created by the railroad



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crossings and the lack of off-street parking space. Some study has already been given to the latter problem but the only satisfactory solution is one which would consider the total needs of the area, including desirable modifications in the present pattern of residential, industrial and community uses. Here it may be possible to take advantage of recent amendments to the Housing Act of 1949, particularly the new Title III which provides for "a workable program of Urban Renewal".

One of the major objectives of the above program, as stated in President Eisenhower's message to Congress, is the "rehabilitation of salvable areas, turning them into sound, healthy neighborhoods by re-planning, removing congestion, providing parks and playgrounds, re-organizing streets and traffic, and by facilitating physical rehabilitation of deteriorated structures." Federal aid is available in limited amounts both for neighborhood planning and for land acquisition, but as a prerequisite to such aid it requires "a bona fide and practical expression of the community's own projected program to deal with its own problems, presented in good faith and with the firm resolve to carry that program through to accomplishment." Peabody has many advantages which have so far not been fully capitalized. Through the comprehensive planning of its natural and man-made resources the city can meet the problems created by rapid urban expansion with some degree of optimism.

Future Requirements for Community Services

One of the most important objectives of a long-range community plan is to assist members of the legislative and executive departments of the local government in meeting future requirements for municipal services without putting too great a strain on the city's economic resources. This demands a more thorough analysis of future trends in residential and industrial growth than has been possible within the limitations of the present study. However, it is believed that the estimates of population and land requirements presented herewith are sufficiently realistic to bring out the need for careful planning in the development of an efficient and workable program of community improvement.

The fact that the ten-year estimate of two thousand new residential units may require the laying out of twenty miles of local streets and utilities, the construction of three 12-room schools or their equivalent, an increase in municipal water consumption of almost half-a-million gallons per day, together with a comparable expansion in such community services as police and fire protection, street lighting, and recreation facilities, points up sharply the need for a comprehensive approach to problems of future growth within the city's boundaries. For example, the residential development which it is estimated may take place in West Peabody during the next ten years could conceivably call for the construction of another 14 elementary school classrooms in addition to the 14 classrooms provided for in the projected building. The present

There is a great deal of evidence to suggest that the human mind is not a blank slate at birth, but that it is pre-wired with certain basic structures and functions. This is particularly evident in the area of language, where children of all cultures and languages appear to follow a similar developmental path. The fact that children of different cultures and languages all learn to use language in a similar way suggests that there are certain basic structures and functions that are pre-wired into the human mind. This is particularly evident in the area of language, where children of all cultures and languages appear to follow a similar developmental path. The fact that children of different cultures and languages all learn to use language in a similar way suggests that there are certain basic structures and functions that are pre-wired into the human mind.

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enrollment in the Kiley School is only 258, but by the time the new building is completed it will probably be operating at close to capacity. Whether expansion to meet anticipated requirements after 1956 should be carried out on the same site, on another location, or a combination of both is a matter which should be determined at the earliest possible date.

Another problem, the urgency of which is also highlighted by the rate of residential growth, concerns projected improvements to the city's water supply system. Reference has already been made to the fact that the 1951 recommendations of the engineering consultants were based on an anticipated population of 30,000 in the year 2000, and that this population is likely to be reached within the next six to eight years. Assuming that commercial requirements followed the same pattern, as would be probable if expected industrial development takes place in the new zone established adjoining Route 128, the total demand on the water supply system by 1965 would exceed 5 million gallons per day. The fact that the amount used in 1953 averaged 3.7 million gallons per day, or 0.3 million gallons more than in 1950, indicates that the above estimate of future needs is not excessive. It also provides an additional check on the estimate made earlier of present population trends.

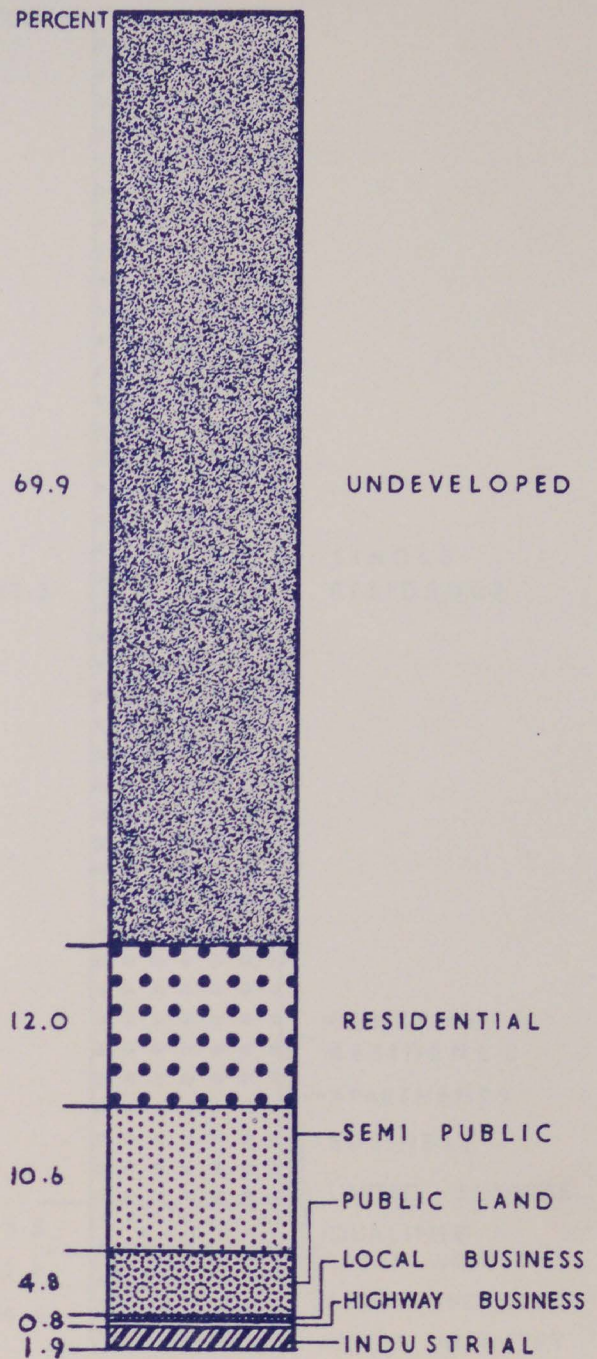
The engineers' report on proposed improvements to the city's water supply system recommended in 1951 a fifteen-year program to be inaugurated immediately, at an annual cost averaging about \$50,000 per year. Because of the possibility that Lynn and Danvers may not be able

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to continue their present arrangements with Peabody for many more years, the urgency of the situation is even greater than present trends in water consumption indicates. It would seem that a decision on this matter cannot be delayed without serious consequences.

Guidance and Control of Future Growth

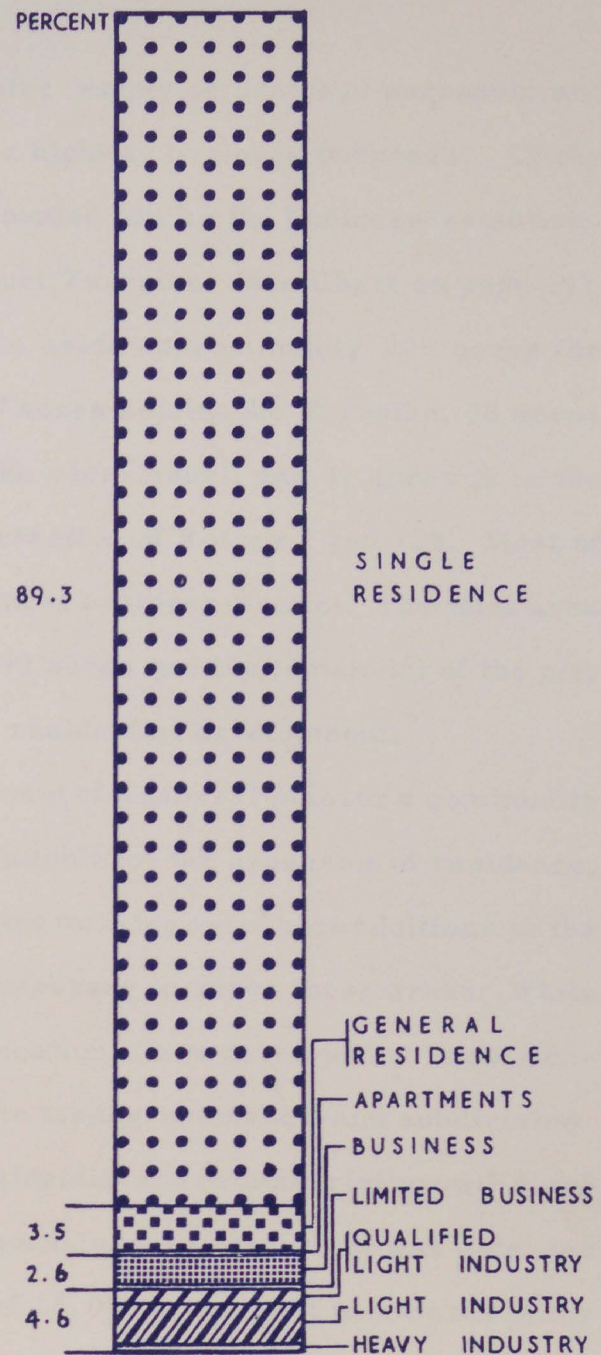
The Massachusetts enabling acts providing for community guidance and control over land and building development are among the best in the country. Peabody has taken advantage of these acts by setting up a Planning Board, providing it with authorization to control new subdivision developments, and passing a zoning ordinance which sets up bulk, height and occupancy standards for all types of buildings and land



EXISTING LAND USE

uses. The latter, first adopted in 1937, has been recently amended to increase the minimum size of lots in certain sections of the single-family zone and to provide additional area for industrial development.

The Land Use Survey, which represents a major feature of the present study, indicates that approximately 3,600 acres of land in the city (or 34 per cent of the total area) is developed for all types of public and private uses. Residential uses account for 1,270 acres; public and semi-public for 1,625 acres (including nearly 700 acres owned by the Salem Country Club); 610 acres is owned by industrial establishments, of which about one-third is intensively developed for industrial use and much of the remainder held



EXISTING ZONING

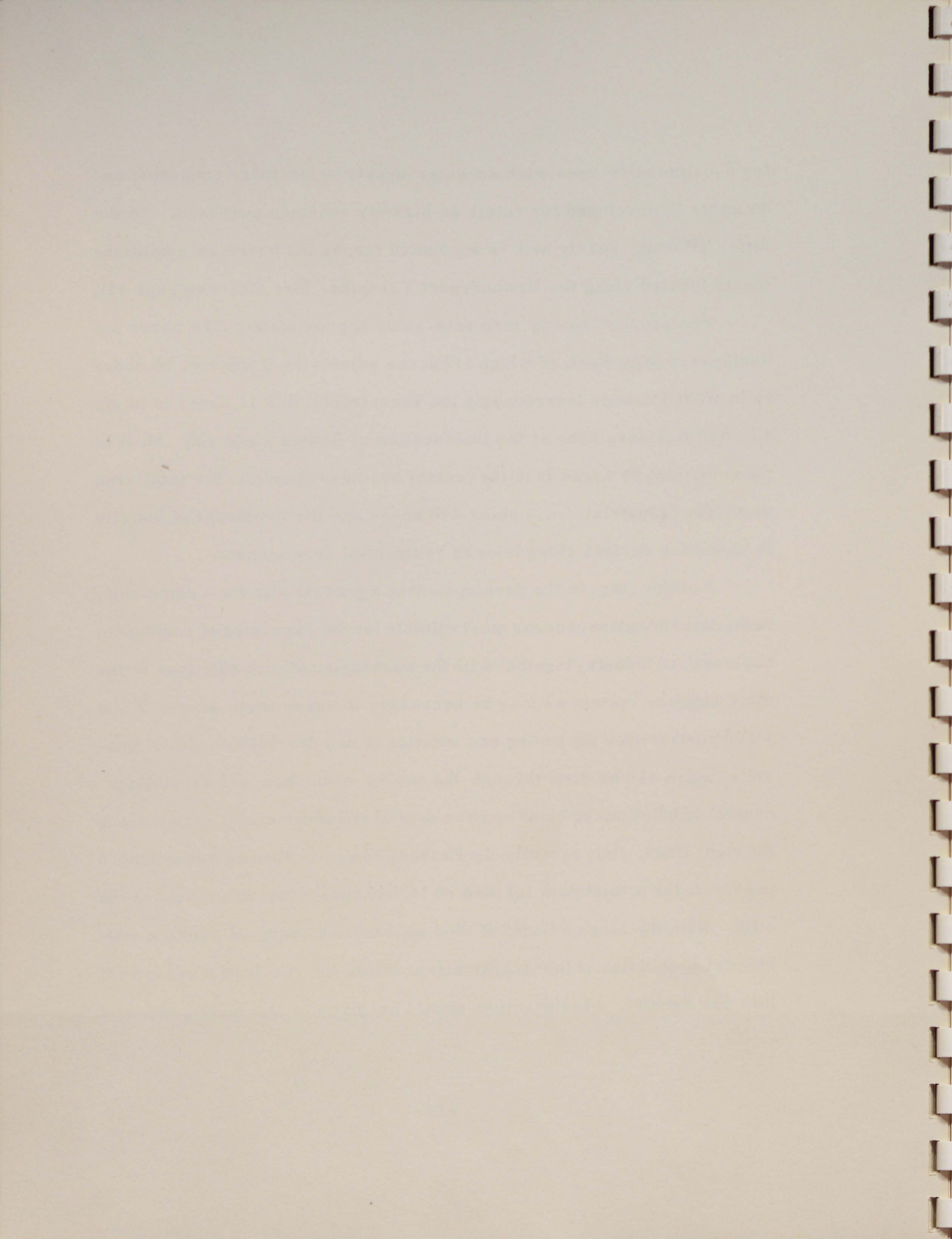
The first of these is the fact that the Commission has not yet received the necessary information from the Member States to enable it to carry out its duties. This is due to the fact that the Member States have not yet submitted the necessary information to the Commission.

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for non-intensive uses such as water supply or drainage purposes; and 85 acres is developed for retail or highway business purposes. Of the latter amount, nearly half is accounted for by the business establishments located along the Newburyport Turnpike. (See Chart on page 11).

The present zoning map sets aside approximately 275 acres for business development, of which 117 acres adjoins the Turnpike, 58 acres is in West Peabody (surrounding the race-track), and 31 acres is in the Limited Business zone at the intersection of Routes 1 and 128. Most of the remaining 69 acres is in the central business district. The total area zoned for industrial use is about 490 acres and the remainder of the city is zoned for various categories of residential development.

A major stage in the development of a general plan for a community is the determination of areas most suitable for the expansion of residence, business and industry together with the working out of such additions to the main highway system as may be necessary to serve these areas. While strict control over the timing and location of new development is not possible, much can be done through the zoning ordinance and subdivision control regulations to guide new residential and commercial growth along the right lines. Only recently the Peabody zoning ordinance was amended to provide for a minimum lot size of 15,000 square feet in one area of the city. With the large amount of land still undeveloped, of which a substantial proportion is topographically unsuited for residential use even at this low density, consideration should be given to the setting aside of



some areas with larger lot requirements - at least 30,000 square feet and possibly one acre. Such areas would logically include those sections which would require excessive municipal expenditures in order to provide adequate utilities and services if the land was subdivided into typical house-lots.

Other revisions to the zoning ordinance which may have to be considered in the near future concern the need for establishing a neighborhood business district to serve the growing residential area of West Peabody, and an increase in the minimum lot requirements in the section between Route 128 and the Turnpike.

ESTIMATES OF POPULATION AND SCHOOL ENROLLMENT

1940 - 1970

	1940	1950	1954	1960		1970	
				Low	High	Low	High
POPULATION							
Total Population	21,711	24,000 ¹	26,250	27,500	30,000	30,000	35,000
No. of Dwg. Units	5,688	6,632	7,700	8,350	9,100	9,350	10,900
Persons per Dwg. Unit	3.8	3.6	3.4	3.3	3.3	3.2	3.2
Approx. Acreage in Residential Development	800	1,050	1,300	1,600	1,800	2,200	2,600
Families/Res. Acre	7.1	6.3	6.0	5.2	5.0	4.3	4.2
SCHOOL ENROLLMENT							
Elementary School	2,332	2,063	2,716	3,120	3,450	3,150	3,750
Av. enrollment/grade	291	258	340	390	432	394	469
Per cent of population	10.7	8.6	10.4	11.4	11.5	10.5	10.7
High School	-	869	804	1,250	1,375	1,300	1,530
Vocational School	-	100	100	100	100	100	100
Total (4 grades)	1,265	969	904	1,350	1,475	1,400	1,630
Per cent of population	5.8	4.0	3.4	4.9	4.9	4.7	4.7
Total School Enrollment	3,597	3,032	3,620	4,470 ²	4,925 ²	4,550	5,380
Per cent of population	16.5	12.6	13.8	16.3	16.4	15.2	15.4
Pupils per Dwg. Unit	0.63	0.45	0.47	0.53	0.54	0.49	0.50

¹ Adjusted from 1950 U.S. Census figure of 22,645 (see p. 2 for explanation)

² These figures represent an increase of 34% and 47% respectively over the 1952 total enrollment. (A recent report of the Special Commission on Massachusetts State Teachers Colleges estimates that the increase of enrollment in all Massachusetts public elementary and high schools between 1952 and 1961 will be 33.8%, according to a news release of the Mass. Dept. of Commerce.)

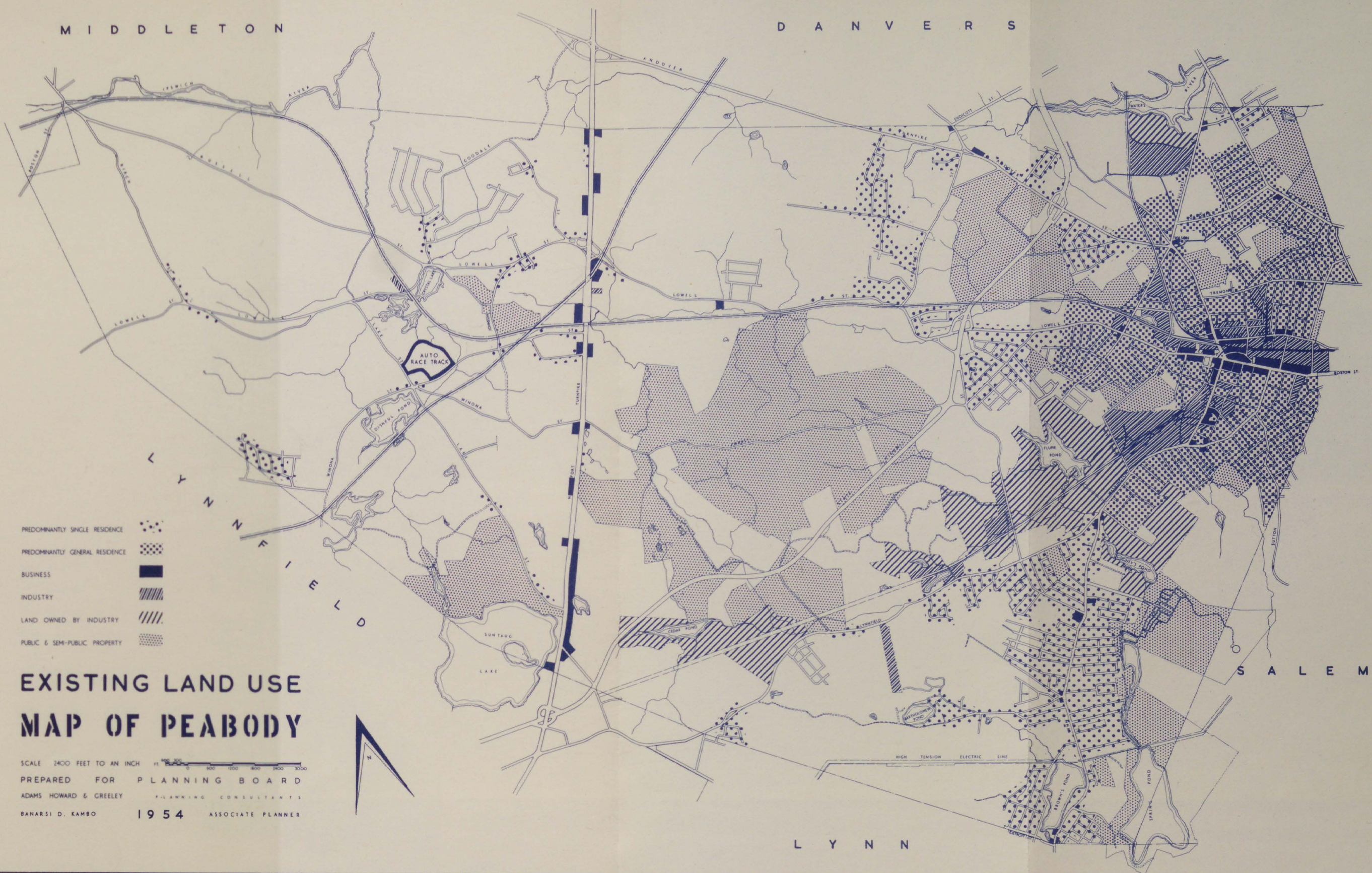
STATE OF NEW YORK

1897 - 1898

Item	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	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M I D D L E T O N

D A N V E R S



- PREDOMINANTLY SINGLE RESIDENCE
- PREDOMINANTLY GENERAL RESIDENCE
- BUSINESS
- INDUSTRY
- LAND OWNED BY INDUSTRY
- PUBLIC & SEMI-PUBLIC PROPERTY

EXISTING LAND USE MAP OF PEABODY

SCALE 2400 FEET TO AN INCH

PREPARED FOR PLANNING BOARD

ADAMS HOWARD & GREELEY

PLANNING CONSULTANTS

BAHARSI D. KAMBO 1954 ASSOCIATE PLANNER

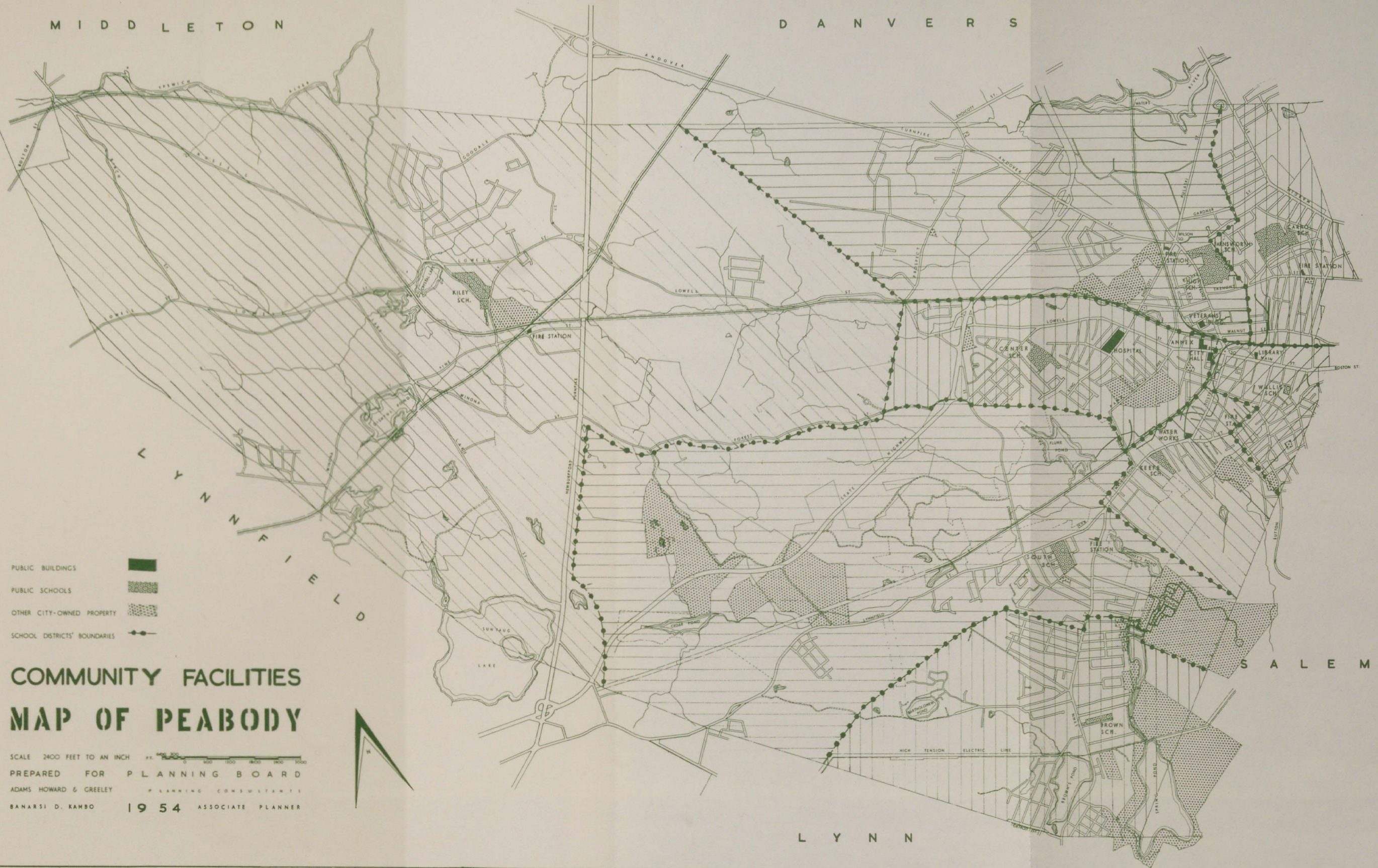


L Y N N

S A L E M

M I D D L E T O N

D A N V E R S



- PUBLIC BUILDINGS
- PUBLIC SCHOOLS
- OTHER CITY-OWNED PROPERTY
- SCHOOL DISTRICTS' BOUNDARIES

COMMUNITY FACILITIES MAP OF PEABODY

SCALE 2400 FEET TO AN INCH
PREPARED FOR PLANNING BOARD
ADAMS HOWARD & GREELEY
BANARSI D. KAMBO 1954 ASSOCIATE PLANNER



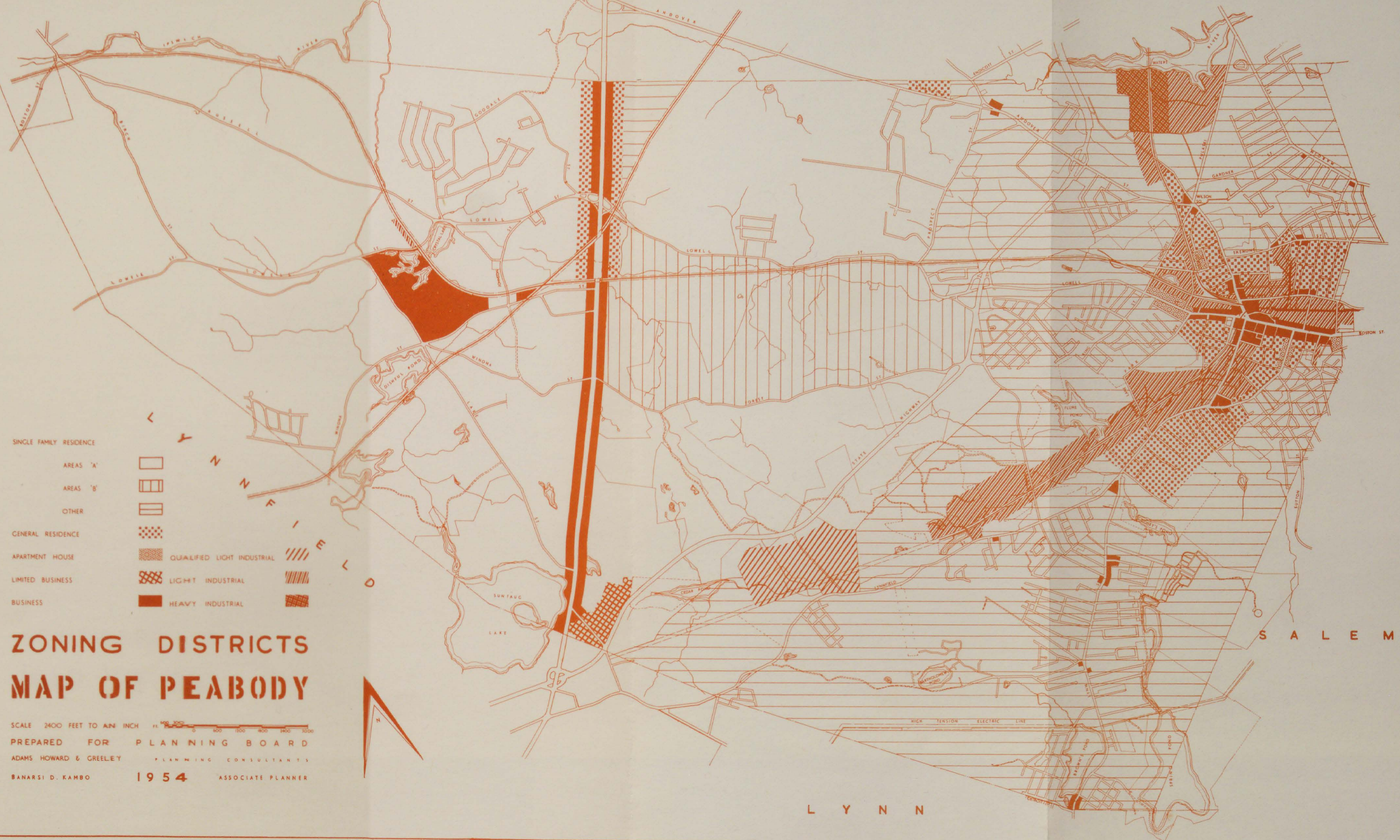
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M I D D L E T O N

D A N V E R S



SINGLE FAMILY RESIDENCE

AREAS 'A'

AREAS 'B'

OTHER

GENERAL RESIDENCE

APARTMENT HOUSE

LIMITED BUSINESS

BUSINESS



QUALIFIED LIGHT INDUSTRIAL

LIGHT INDUSTRIAL

HEAVY INDUSTRIAL



ZONING DISTRICTS MAP OF PEABODY

SCALE 2400 FEET TO AN INCH

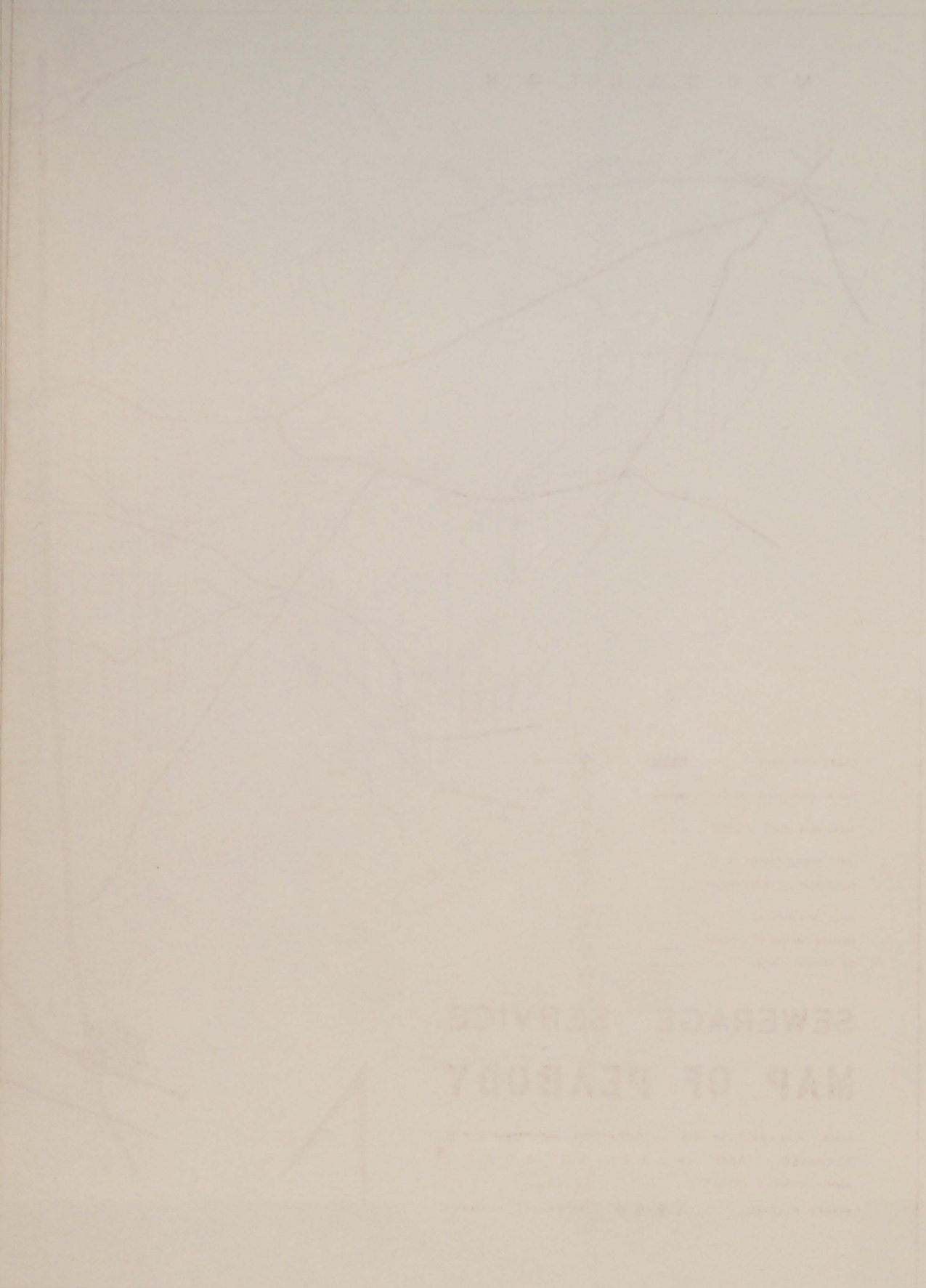
PREPARED FOR PLANNING BOARD

ADAMS HOWARD & GREELEY PLANNING CONSULTANTS

BANARSI D. KAMBO 1954 ASSOCIATE PLANNER



WATER SUPPLY



SEWERAGE SERVICE

MAP OF PEYBOY

Scale 1 inch = 1 mile
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